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x11:30 and 11:35 p.m. Sundays, **x4**:20, **x7**:30, 8:30, (9:00 45-minutes), **x9**:30 a.m., **x12**:00, **x12**:05, 1:00, **x2**:20 (3:00 45-minutes), 3:25, 4:31, (5:00 45-minutes)

For Frederica, 55.00, and and a5:30 p.m.
For Hagerstown, a11:30 a.m. and a5:30 p.m.
For Boyd and way points, *7:05 p.m.
For Gaithersburg and way points, a6:00, a8:00
a.m., a12:50, a3:00, a4:33, *5:35, *7:05, b9:40,

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Schedule in effect November 18, 1894.
All trains arrive and leave at Pennsylvania

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8:00 A.M.—Daily—Local for Danville. Connects at Manassas for Strasburg, daily, except Sunday, and at Lynchburg with the Norfolk and Western,

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EBBITT HOUSE. WASHINGTON, D. C.

Trains leave daily from Union Station (B. and P.), 6th and B. sts.

Through the grandest scenery in America, with the handsomest and most complete solid train service west from Washington.

2:25 P.M. DAILY.—"Cincinnati and St. Louis Special"—Solid Vestibuled, newly Equipped, Electric-lighted, Steam-heat-d Train. Pullman's finest sleeping cars Washington to Cincinnati, Indianapolis and St. Louis without change. Dining Carfrom Washington. Arrive Cincinnati, 8:00 a.m.; Indianapolis, 11:40 a.m., and Chicago, 5:30 p.m.; St. Louis, 6:56 p.m.

11:10 P.M. DAILY.—The famous "F. F. V. Limited." A solid vestibuled train, with diaing car and Pullman sleepers for Cincinnati, Lexington and Louisville, without change. Observation car from Hinton. Arrives Cincinnati, 5:50 p.m.; Lexington, 3:00 p.m.; Louisville, 9:35 p.m.; Indianapolis, 11:20 p.m.; Chicago, 7:30 a.m., and St. Louis, 6:56 a.m.; connects in Union depot for all points.

10:57 A.M., EXCEPT SUNDAY.—For Old Point Comfort and Norfolk. Only rail lire.

2:25 P.M. DAILY.—Express for Gordonsville, Charlottesville, Waynesboro', Staunton and principal Virginia points; daily except Sunday, for Richmord.

Fullman locations and tickets at company's of-FOR SALE—HOUSES. FOR SALE-ON EASY TERMS-NORTHWEST. 1734 Coreoran st 421 6th st. 1505 M st. 732 21st st. 1621 Madison. 1433 L st. NORTHEAST. Schedule in effect November 18, 1894.

Leave Washington from station corner of New Jersey avenue and C street.

For Chicago and Northwest, Vestibuled Limited express trains, 11:30 a.m., 8:00 p.m.

For Cincinnati, St. Louis and Indianapolis, Vestibuled Limited, 3:30 p.m.; express, 12:01 night.

For Pittsburg and Cleveland, express daily, 11:30 a.m. and 8:35 p.m.

For Lexington and Staurton, 11:30 a.m.

For Winchester and way stations, 35:30 p.m.

643-51 Acker st. 411 E st. 1244 Linden st. GOODMAN, R. L. GOODM. 603 13th st. GENERAL NEWS NOTES.

For Lexington and Staurton, 11:30 a.m.

For Winchester and way stations, a5:30 p.m.

For Luray, Natural Bridge, Roanoke, Knoxville,
Chattanocga, Memphis and New Orleans, 11:20

p.m. daily sleeping cars through.

For Luray, 3:30 p.m. daily.

For Baltimore, week days Gov. Carr of North Carolina has issued the warrant for the execution of Ella Norwood, colored, of Durham county, on February 8. She was convicted of putting pins in her infant's mouth. She appealed, but the supreme court sustained the verdict of the lower court.
The Union Pacific receivers have dep.m. For Annapolis, 7:10 and 8:30 a.m., 12:15 and 4:28 p.m. Sundays, 8:30 a.m., 4:31 p.m. For Frederick, b9:00, a11:30 a.m., b1:15, a4:30,

clared that they will fight the application to separate the St. Joseph and Grand Island system from the Union Pacific. News comes that eight negroes were burned to death a day or two ago at Phillips' mill, near Douglas, Ga. One of the ne a.m., a12:50, a5:50, a1:55, a1:30 p.m.

For Washington Junction and way points, b9:00, a9:50 a.m., b1:15 p.m. Express trains stopping at principal stations only, a4:30, a5:30 p.m.

ROYAL BLUE LINE FOR NEW YORK AND PHILADELPHIA. groes was about grown and the others were children. They were all in a which accidentally caught fire, and the inmates were consumed before they could es

The grand jury of Chicago Wednesday, PHILADELPHIA.

For Philadelphia, New York, Boston and the east, week days, 4:20, 8:90, (10:00 a.m. Dining Car), (12:00 Dining Car), 3:00, (5:00 Dining Car), 8:00, (11:30 p.m. Sleeping Car, open at 10:00 o'clock), Sundays, 4:20, (9:00 a.m. Dining Car), (12:00 Dining Car), 3:00, (5:00 Dining Car), 8:00, (11:30 Sleeping Car, open for passengers 10:00 p.m.).

Buffet Parlor Cars on all day trains.

For Atlantic City, 4:20 a.m., 19:00 a.m. and 12:00 noon. Sundays, 4:20 a.m., 12:00 noon.

aExcept Sunday.

*Daily.

bSunday only.

*Express trains. by a unanimous vote, refused to indict States Attorney Jacob Kern, who was charged with various irregularities. The states attorney was particularly charged with allowing criminals to escape and with collecting moneys improperly. The grand jury held that the evidence was not at all conclusive. The eighteen Moqui Indians who were re

sponsible for the recent disturbances on the reservation, left Fort Wingate Wednesday under charge of Lieut. Brainard and a squad of soldiers for San Francisco. The rebellious Moqui Indians will be confined n Alcatraz for a time. Commander J. D. Graham of the United States navy, who has been master of the Columbian Liner steamer Finance, plying between New York and Colon, brought the versel into port yesterday for the last time. When he reached the office of the comoary his resignation was asked for by Gen Newton, agent for the line. As stated by The Star yesterday, he had been charged with inefficiency and with speaking disparagingly of the merchant marine service. Mayor Stuart of Philadelphia has vetoed the suburban trolley ordinance which was passed by councils, permitting the Philalelphia Traction Company to use certain

MAIL carries Pullman Buffet Steepers New York and Washington to Jacksonville, uniting at Charlotte with Pullman Sleeper for Augusta; also Pullman Sleeper New York to Montgomery, with connection for New Orleans; connects at Atlanta with Pullman Sleeper for Birmingham, Ala., Memphis, Tenn., and Kansas City.

4:35 P.M.—Daily for Charlottesville and through train for Strasburg, daily except Sunday.

10:05 P. M.—Daily—NEW YORK AND FLORIDA SHORT LINE LIMITED. Pullman Sleepers New York and Washington to Augusta and Tampa and Fullman Double Drawing Room Compartment Car New York to St. Augustine. First-class day coaches Washington to St. Augustine without change.

10:43 P.M.—Daily—WASHINGTON AND SOUTH-WESTERN VESTIBULED LIMITED, composed of Pullman Vestibuled Sleepers and Dining Cars. Pullman Sleepers New York to Asteville and Hot Springs, N. C., via Salisbury, New York to Memphis via Birmingham and New York to New Orleans via Atlanta and Montgomery.

The Alex ON WASHINGTON AND OHIO DIstreets in six different wards in the city for their electric cars. Gov. Mitchell of Florida has revoked his order issuing a warrant for the arrest of Henry M. Flagler, upon the requisition of Gov. Hogg of Texas. The order of revocation was made yesterday and filed in the office of the secretary of state. The boycott of the W. C. T. U. and the threatening weather combined to reduce the audience that heard W. C. P. Breckinridge's lecture at Birmingham, Ala., last night to about 200 persons. Mrs. Breckinidge was the only lady present.

via Atlanta and Montgomery. Dining Car from Greensboro' to Montgomery.

TRAINS ON WASHINGTON AND OHIO DI-VISION leave Washington 9:10 A.M. daily, 4:32 P.M. daily, except Sunday, and 6:33 P.M. Sundays only, for Round Hill.and 6:33 P.M. daily for Hernden. Returning, arrive at Washington 8:34 A.M. and 3:00 P.M. daily from Round Hill, and 7:02 A.M. daily, except Sunday, from Herndon only.

Through trains from the South arrive at Washington 6:42 A.M., 7:42 A.M., 2:25 P.M. and 8:30 P.M. daily. Manassas Division, 10:28 A.M. daily, except Sunday, and 10:28 A.M. daily from Chaclottesville, Tickets, Sleeping Car reservation and information furnished at offices, 511 and 1300 Pennsylvania avenue, and at Pennsylvania Railroud Passenger Sta-Mr. Mecre, editor of the London Morning Post, is dead.

Alexander Bidare, the French artist, is dead. He was born at Toulouse in 1815. New York Post Office.

The commission appointed by the Post master General to make an investigation of the New York post office has rendered its report. This report recommends 39 removals, 520 salaries for increase, 174 reductions, one transfer to the free delivery roll and the doing away of 3 positions. The result of the investigation will involve an increased expenditure of \$70,000 per year. The Post Office Department thinks that this is warranted by the needs of the office, and its relations to the other offices of the country as a postal center. Among the recommendations of the commission are: The investigation and auditing of the money order and stamp accounts of the several branch offices; the examination of the distributing clerks in the mailing division once in every six weeks; the adjustment of the salaries of chief clerks at \$1,300 and of head clerks at \$1,200 per annum; the creation of the office of superintendent of stations, and the consolidation

oseph Brothers & Auctioneers and Commission Merchants, U of two branch stations. New Virginia Court of Appeals. The newly elected members of the suoreme court of appeals of Virginia met at AMMONIATED STEAM CARPET CLEANING Works—Carpets cleaned in the best manner. Mattresses made to order. Office, 1720 Pa. ave. Works, 1708 and 1710 E n.w. Telephone 804. mb2-tf M. NEWMYER, Manager.

QUAKER TAMMANY

How a Political Combine Runs the City of Philadelphia.

DISHONEST MUNICIPAL GOVERNMENT

Senator Quay's Machine Squeezes Taxpayers Most Unmercifully.

THE TROLLEY'S POWER

Facts are rapidly coming to light to indicate the existence in Philadelphia of a political combination controlling the municipal government, quite as dangerous as the Tammany ring which, until recently, dominated the entire city of New York. In contrast with the almost general silence of the Philadelphia newspapers on the subject of this machine the exposures by two of the leading New York dailies are unusually significant. It is stated in these publications that the Philadelphia system of political management is pyramidal in form. At the base of the pyramid are the voters of the city, thousands in number. The next line consists of approximately 13,-800 workers, whose business it is to get out the vote in each voting district. There are 920 of these districts, and in each fifteen men are selected, giving one man to seventeen votes, to get the full strength of the party to the polls. These men either occupy small places under the city government ro are interested in contracts or liquor licenses. The third line of the pyramid is made up of the thirty-five ward bosses, who have absolute control of their respective sections of the city. They are men selected with special regard for their fealty to the machine. Above these men are raised the real elements of the "combine," whose numbers are variously stated from three to seven. It is probable, according to the accounts published, that this upper stratum of political power consists of David Martin, Hamilton Disston, Charles A. Porter, Israel W. Durham, William R. Leeds and David H. Lane. There is still another concentration of actual power, however, and this time it is broadly and open-ly stated to be in the person of one man, United States Senator Matthew Stanley Quav.

It is apparent that if such a combination exists in Philadelphia, it differs from that which has just been crushed in New York in that it has no formal organization such as Tammany Hall, no incorporation, no name or designation except that which the people of the city have come to give it. This title is "the hog combine." This designation is the result of several years of in creased expenditures in the city of Philadelphia. The New York Herald prints a table showing that the expenses of the city in 1886 were \$8,925,207. From that time until 1889, when it is alleged the "combine" first obtained real power, the ex-penses slowly increased in a proportionate measure to the growth of the city. In that year they were \$15,287,953. In 1890 the annual expenditure was \$22,531,381. In 1894 they were \$33,658,704, and the total for the five years just ended is \$130,461,514.

Those Who Are in the Combine. Both the Herald and the Times of New York print lists of the thirty-five ward bosses who form the third line of defense of this remarkable combination. Twentytwo of them hold state or municipal offices; several others are classed as "professional politicians," and the remainder have important and valuable holdings and contracts with the city. Martin was collector of internal revenue under President Harrison for a short time. He is now quite wealthy, although engaged in no business. Charles A. Porter has made millions from asphalt contracts with the city, and it is charged that the specifications for this work are so drawn that no competition can his profitable rates.

deprive Porter of the contracts or reduce The Herald charges that this machine was formed by Senator Quay immediately after his great success in 1888 as the manager of the Harrison campaign. In that campaign Martin was his chief assistant and has been occupying that position in the organization of the Philadelphia combine, of which Mr. Quay is now understood to be the great directing force. It is generally asserted that members of the combination have grown rich out of the increased sums of money appropriated for the municipal expenses, and several instances of crooked work are given in both the Herald and the

Times. Storm Clouds Are Gathering. The people of Philadelphia will elect a mayor in February, and now the clouds are gathering for what promises to be a furious storm, in which the choice of Senator Quay for mayor, State Senator Boies Penrose, will likely be the center. There have formerly been revolts against the political machine of the city, but rone has succeeded. This year it is said to be Senator Quay's desire to elect his candidate for mayor by a practically unanimous vote, and the astiations with certain democratic factions to secure large blocks of the normally demo cratic vote. These efforts have aroused the antagonism of the pulpit and the women of Philadelphia, who have come forth with posters and circulars protesting against the denounced as "Quay's candidate," as a man without mature public experience except as a legislator, in which capacity his record is not altogether favorable. He is at present exercised by the state. the author and supporter of several meas ures that have won for him the denunciaman of culture and good family, but his association with the "combine" has lost for him the respect of the better element of the city. An independent movement is predicted to be among the possibilities if the "combine" insists upon forcing Penrose as its nominee. It is now known that this selection was not made with the harmonious consent of all the members of the 'combine." but that it was forced down their throats by Senator Quay at the instance, probably, of Israel Durham, promises to become a dangerous rival to Martin as the active dispenser of patronage

The Trolley's Power. One of the worst features of this political combination, it now appears, is the

power which has been given to the Phila-

ter of the machine.

and the trusted lieutenant of the head cen

delphia Traction Company, which operates a trolley system of street cars in every one of the important streets of the There are two acts of recent date by the city officials in favor of this corporation that have aroused especial biterness among the Philadelphians. One of these is now in operation, but the other has been checked. The first is the grant to the company of about ninety miles of unopened streets, which gives the trolley company entire control of a vast area of suburban property soon to be built up. No compensation whatever was paid to the city for this privilege, and the act of the common council has been dubbed the 'grab-all' ordinance. Late in the fall the park commissioners granted the trolley company the right to build lines through Fairmount Park, which is known as one of the most beautiful public reservations in the country, containing 2,791 acres. The grant is not given direct to the Philadelphia Traction Company, but to the Fair mount Transportation Company, a corporation chartered under the laws of New Jersey, and the incorporators of which in-clude several members of the traction company. It is a general and not undenied assertion that the Fairmount Transportation Company is merely the agent of the traction company. The Times points out that James McManes, president of the park commission, is a director of the trac-tion company; Peter B. Widener, a park commissioner, is president of the traction company; David W. Sellars, a park commissioner, is counsel of the traction company. This information is quoted from a statement recently prepared and issued by the United Labor League of Philadelphia. Richmond Wednesday for organization. The which vigorously opposed the grant and members agreed upon Judge Jas. Keith made a determined opposition that has as president and Judge John W. Riely as resident judge. Mr. George Keith Taylor was re-elected clerk for the Richmond sit-

elected, the company can secure this val-uable privilege. The retiring mayor, Ed-win S. Stuart, has been inclined to fight the "combine" to a certain extent, and has undoubtedly blocked several efforts at venal legislation.

Electric Light Profits. Another scandal that is alleged in this connection is the electric light trust, as it has practically become, composed of all the electric lighting companies of the city, who, dividing the city into districts, have entered into an agreement which prevents any competition whatever and insures the payment of a high rate by the city. The Herald points out the present excessive rate of \$161 for each arc light, and insists that the city could do its own lighting for \$80 per lamp. This makes a total profit for the company of over \$550,000 per year. It alleges also that members of the city council own electric light stock and openly fight all efforts to break the electric light

A Wholesale Grab. Perhaps the most serious charge is that contained in the following statement by the Herald of the power of the trolley com-

"Another grave scandal has been the granting of trolley franchises to all the street car lines. Councils under the control of the combine deliberately voted to give the Philadelphia Traction Company, the Poeple's Traction Company and the Electric Traction Company permission to trolley about 150 miles of streets, with no compensation to the city but \$50 to pay for printing the ordinances. This high-handed operation caused a storm, and the mayor vetoed the ordinances. Just at this time the supreme court rendered a decision compelling all street car lines to pave and lieep in repair from curb to curb all streets traversed by them. The old companies had fought this for years, and they owed the city \$310,000 for work done by the city and charged to them. The councilmen then put in the provision that the companies should do the paving, and the ordinances were again passed. "The latest example of venality of coun-

cils has been the passage of the suburban trolley bill, which gives to the Philadelphia Traction Company ninety-one miles of unopened streets. This is the greatest grab ever attempted in the city, and the bill will be passed over the mayor's veto, if it becomes necessary. No secret is made of the fact that in that event the sixty-five common councilmen, who make the necessary three-fifths to pass the measure, will receive \$200 each, if they want it. "Uusually, in such important matters, the votes of councilmen are not held so cheap-

Such a franchise as the suburban is worth more than \$13,000, which would be the total cost of sixty-five councilmen, at \$200. Some one else must be getting something, and the suspicion, of course, points to the combine. Paving and Gas Scandals.

"An interesting phase of the trolley business is that Charles A. Porter's form profited by the councilmanic provision that the companies should pave the streets they occupied. Mr. Porter, being a great man in the combine, was able to secure the contracts for the paving, with very little persuasion. "There are many other matters which

might play a part in the fight which may be waged against the combine in January. One is the scandal involved in the policy to abandon and permit to fall into decay the city gas works, which were worth \$25,000,-000 a few years ago, and in which \$2,000,000 have lately been spent, in order that a private concern might sell to the city water gas. This private corporation, under the patronage of the combine, received from the city for water gas during the year \$570,449.96. "Another is the mandamus scandal, Un-

der this system the councils order all sorts of work done without considering the cost and without ascertaining whether there is money in the treasury to pay for it. A favored contractor of the combine does the work and sends in his bill. The controller refuses to pay it, as there is no money in the city treasury appropriated for it. The contractor applies for a mandamus, the

NEW SHIPS AND LIQUOR.

Subjects Considered in Gov. Cleaves' Inaugural Message.

In the course of his message to the Maine legislature yesterday Gov. Cleaves said: "It is confidently asserted by many of our leading ship builders and ship owners that if our government shall retain for this industry the protection accorded by our wise navigation laws Maine in the near future will be producing as much iron and steel tonnage as she has heretofore of wood.

"We may well view with alarm the proposed free admission to American registry of ships built in foreign countries, for it must be detrimental to our state and to the shipping and business interests of its citi-

"An expression from the legislature to the Congress of the United States upon a subject so vital to the state will be appro-

priate. On the subject of the liquor traffic the governor notes that in only 33 of the 458 towns and cities of the state are agencies the maintenance of agencies "to furnish and duly authorized agents of other states, with pure, unadulterated intoxicating liquors, to be kept and sold for medicinal, mechanical and manufacturing purposes."
Official returns show that during the past three years intoxicating liquors were sold through the state commissioner to the established city and town agencies amount-

ing to \$338,803. Some changes in the law regulating the sale of liquor through state agencies are suggested by the governor, looking toward a more complete control of the traffic than

INTERRED AT HALIFAX. Final Services Over the Remains of

Sir John Thompson. The remains of the late Sir John Thomp son were removed to St. Mary's Cathedral at Halifax, N. S., yesterday, where the requiem mass and funeral service were celebrated. Archbishop O'Brien preached an

The attendance at the funeral service was necessarily restricted to people of official positions. Among those present were Lady Thompson and family and relatives; Lord and Lady Aberdeen, representing her majesty; Sir Mackenzie Bowell and his cabinet; Lieut. Gen. Montgomery Moore and staff; members of the provincial cab-inets; high government officials; judges from all over Canada. After the requiem mass had been celebrated the remains were interred in Holy Cross emetery.

The English and American colonies at

Rome, the mayor and the other municipal authorities were present yesterday at a funeral service in honor of the late Sir John Thompson, premier of Canada, whose N. S. The three Protestant churches at Rome were decked with mourning emblems out of respect for the late Canadian states-

A Presentation.

A number of friends of Mr. A. S. Belote, the superintendent of the Grace P. E. Sunday school of Southwest Washington. gathered at his home on G street Wednesday evening to tender him a present, a handsomely jeweled pair of cuff buttons, a token of recognition of his earnest work in Grace Church parish for the past nine years. Mr. Belote responded by thanking his friends, and told a short history of his work as superintendent, and praised those who had supported him in his efforts to put the Sunday school in its present good condition. A sumptuous collation was served, and after much merry making the affair came to an end.

Pleasant Surprise. The employes of Contractor J. M. Dunn

gave that gentleman a happy surprise Wednesday night. Shortly after dark the entire force, numbering about fifty men, called upon Mr. Dunn at his home, 1324 5th street northwest. Mrs. Dunn had been let into the secret, and made ample preparations to receive the guests. There were several surprises sprung during the evening. A firstclass minstrel performance was given by some of the boys, who acquitted themselves was re-elected clerk for the Richmond sitting. The conference held was secret.

Judges Buchanan, Harrison and Riely qualified before they came to the city.

Judges Cardwell and Keith qualified yesterday at Richmond before a notary public.

city councils of a resolution disapproving the isage of the license for the park road, and directing the city solicitor to begin immediate proceedings to test the rights of the park commission to grant such a license. It is feared, however, that should the "combine's" nomines for mayor be persed at a late hour.

WHAT A NUISANCE HE IS

The Man Who is Forever Bragging

About His Health and Strength.

Most of us have met the man who is forever

bragging about his good health-as it that were

cles, and to thump him on the chest. Says he

was never sick a day in his life, &c., &c. He

may be virtuous and intellectual, as well as ro-

bust, but he is a great nuisance.

any merit of his. He invites us to feel his mus-

Secures Senator Patton's Seat - The Fight in Other States.

Representative Julius C. Burrows was nominated last night at Lansing, Mich., for

1899. Ex-Senator Sewell's Chances. Senator Sterm and Assemblymen Wilbur, Ginder and Exton, the four republican representatives from Mercer county in the next New Jersey legislature, have held a conference on the United States senator-

ship question, and have formally decided to support Gen. Sewell.

These four members have all along been counted in the Sewell column by the friends of the Camden leader, but this formal decision has considerable significance as in-dicative of the claim that the opposition to

Gen. Sewell was gathering such strength The opponents of Gen. Sewell had been lately claiming that at least two of the Mercer members were doubtful, and that,

for Franklin Murphy or some other person upon whom the opposition could agree. Working Against Wolcott. A Denver dispatch says: Although it is generally believed that Senator Wolcott will be re-elected, there is a powerful influence at work against him. It is said that Tom Bowen has not given up hopes

Scnator Frye Renominated.

Gov. Nelso i of Minnesota has entered the race for Senator Washburn's seat in the United States Senate. The latter accuses him of bad faith, but the governor intimates that the Senator is responsible for newspaper attacks on him. Congressman Mc-Cleary has arrived from Washington and formally announced his candidacy. The list now includes Washburn, Nelson, Mc-Cleary and Comstock. The last two have about ten votes each, and it is a close contest between Washburn and Nelson for the other 120 republican votes in the legisla-Washburn appears to be leading slightly.

Lawyer Shelby Assaults an Editor. Another chapter was added yesterday afternoon at Lexington, Ky., to the Pollard-Breckinridge affair. John T. Shelby, law partner of Col. Breckinridge, assaulted Editor Charles C. Moore of the Blue Grass Blade with a cane, breaking it over his head. He then tore out a bunch of Moore's whiskers. George S. Shanklin, another lawyer and Breckinridge supporter, accompanied Shelby, and looked on with appar-ent pleasure while Shelby assaulted the editor. Moore had published in his paper an open letter to Madeline Pollard, requesting her to go on the lecture platform with him, now that Col. Breckinridge is lecturing. He said that she had more sense than Breckinridge and all his lawyers, mentioning Shelby among the rest, and that she did not lie, as all of them had done. Shelby allowed his temper to overcome him during the famous trial here, assaulting one of Miss Pollard's counsel after the close of court one day. Sixty-one branches have been added to

the Army Temperance Association of Eng-

RHEUMATISM

Readily yields to the ELECTROPOISE treatment. Mrs. J. H. B. Smith says: "The Electropoise has con pletely eradicated my rheumatism, after seven weeks' suffering."

If you're troubled that way this wonderful instrument will do the same for you. Sold or rented. (Agents wanted.) JOHN N. WEEB, 728 11TH ST. N.W. 384-146

"And I never touch a drop of stimulants, sir," he says. Very well, friend; if you don't need stimulants let them alone. The same advice applies to pills and plasters. But, please recollect that nost people do not keep themselves up to a high standard of health all the time. They simply can't. They are depressed by long hours in the cold air. Their feet get wet, and they droop in ill-ventilated rooms. Every community, during the cold months, is full of people who are on the brink of sickness, and might have fallen over at

any time, unless they saved themselves with pure, health-bestowing stimulant. These are the people that tell how greatly they have been benefited by Duffy's Pure Malt Whiskey, They tell how it toned nerves and stomach; how it stopped that nasty, obstinate little cough, and supplanted languor and weakness with snap and

To do this, a whiskey must be pure as Arctic ice. If Dufty's Malt did not meet all the requirements of a medicinal article of the highest rank, it would not be so much in demand in homes and hospitals.

It alds convalescents to get back the lost treasure of health, and it braces enfeebled constitutions against sickness, Ask your druggist or grocer for Dufty's Pure Malt Whiskey.

NATIONAL SCIENCE CLUB.

Papers Read Before a Woman's Association Yesterday.

The National Science Club for Women convened Wednesday in annual meeting. with headquarters in the Lenman building. The principal business transacted was the election of officers to serve for the ensuing year, the result being as follows: President, Mrs. Rosa Smith Engenmann, University of Indiana; vice president, Mrs. A. B. Williams, A. M.; treasurer, Miss Isabel Lenman; general secretary, Mrs. Laura O. Talbott; recording secretary, Mrs. Edward Goodfellow; executive committee, Mrs. Horatio King, Mrs. Mark Harrington, Mrs. Anna Lowell Wood-

Greenleaf of Rochester, N. Y. The sessions yesterday were held in the lecture hall of the National Museum, where, at 11 o'clock, Mrs. Oliver Thorne Miller began the reading of an interesting and instructive paper on "The Bird, Our Broth-er." In the large audience which assembled to hear Mrs. Miller were the pupils of the Normal School The program for the session in the afternoon, commencing at 2 o'clock, was as given below: 'Women in Science," prepared by Mrs.

Rosa S. Engenmann, and read by Mrs.

bury, all of Washington, and Mrs. Jean B.

Horatio King; "Recent Excavations in Greece," prepared by Mrs. M. E. Boyce and read by Mrs. Mary Harrington; "Parand read by Mrs. Mary Harrington; "Parasitic Fungi on Epidermis," by Dr. Anna Searing; "Trichomes," "Seeds" and "Wild Flowers of Illinois," all by Mrs. M. M. Boyce; "The Flower With Iron Mask," prepared by Miss E. J. Has Brouck and read by Miss Herschel Main; "Seaside Studies," by Mrs. L. O. Talbott; "Algae Outline," by Miss Cora H. Clarke; "Las Vegas," prepared by Mrs. M. Salazar and read by Miss Isabel Lenman; "Zinc Mine in New Jersey," by Miss J. Husson; "Georead by Miss Isabel Lenman; "Zinc Mine in New Jersey," by Miss J. Husson; "Geological Formation of Hyde Park, Mass." by Miss Ella F. Boyd; "Sanitary Cooking," by Mrs. H. Farquhar; "Natural Resources of Loudoun County, Va.," by Mrs. L. O. Talbott; "Pathological Chart," by Mrs. L. O. Talbott; "Flora vs. Fauna," and "Insectivorous Plants," by Mrs. Lydia Diller Zell: "Observations in Meteorelogy and Orzell; "Observations in Meteorelogy and Or-nithology," by Mrs. Louise Stephenson; "Motherhood," by Mrs. Harriett Lincoln Coolidge; "Remarks on a Collection From Koptos, Recently Received From Mr. Flin-ders-Petrie," by Mrs. Sara Y. Stevenson; "Principles of Inference," by Miss Ellen friends of the combine, and the decision is against the city. These payments for mandamus have increased from \$523,680 in 1891 to \$2,500,000 in 1894."

Frinciples of Inference," by Miss Ellon Hayes; "Science of Languages," by Helen H. Webster, Ph. D.; "Memoir of Mrs. Asaph Hall," by Mrs. Horatio King; "Outto \$2,500,000 in 1894." line for Study in Botany," by Miss Ellen Weir Cathcart, and "Mosses," by Mrs. Elizabeth G. Britton.

MR. BURROWS NOMINATED.

the short term senatorship on the second ballot by the following vote: J. C. Burrows, 70; John Patton, 25; S. S. Olds, 23; J. Hubbell, 4. The term will expire March 4,

daily that instead of his having an easy victory, as has been conceded, his election was a matter of great uncertainty.

perhaps, a third could be induced to vote

of taking Wolcott's place, and he and Col. Stratton of Cripple Creek are working to-

The republicans of the Maine legislature last night unanimously renominated William P. Frye as candidate for United States Senator. In his speech of acceptance Mr. Frye said: "We have a strong hope and reasonable expectation of giving from our delegation the next republican candidate for the presidency.'

The Minnesota Senatorship.